

Appendix C

CTP Inventory and Recommendations

Public Transportation – Rail Assumptions/ Notes:

- ❖ **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-T' for public transportation, or '-R' for rail modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- ❖ **Agency:** Agencies or Operators listed are based on agencies currently involved or expected to be involved in planning and/or operations of service or facility.
- ❖ **Existing and Proposed Type:** For Public Transportation, the existing Types of Public Transportation include Regular Bus routes, Operational Strategies (e.g. Express Bus routes), Park and Ride, and Transit Center. For the proposed Types of Public Transportation, it could also be listed as ADQ (Adequate).

For Rail, the existing Types of Rail include Freight, Passenger, Rail Station, Bus Station, and Park and Ride. For the proposed Types of Rail, it could also be listed as ADQ (Adequate), ADQ – Corridor Protection (*with limits*), Corridor Protection, Fixed Guideway (Bus Rapid Transit, Commuter Rail, or Light Rail Transit), Rail Stop (Commuter Rail, D-O LRT, or Light Rail), or Multimodal Connector (D-O LRT).
- ❖ **Existing and Proposed Headway:** For existing Bus Routes, general headways are given as Regular, Partial High, High and Peak with estimated AM Peak Headway and Off Peak Headway in minutes (min.) based on information received from the local transit agencies. For the proposed Bus Routes, headways could also be listed as Needs Improvement or ADQ (Adequate).
- ❖ **Existing and Proposed ROW:** The estimated existing or proposed Rail Right-of-Way is based on data from NCDOT Rail Division or GoTriangle (for the Durham-Orange Light Rail Transit, D-O LRT). These Right-of-Way amounts are approximate and may vary.
- ❖ **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

